



By GEORGE BROWN.

## WOMEN MOTORISTS TAKE BUNDLES HOME

Many Carry Hoover's Suggestion Into Practical Effect.

"False pride ideas which existed a few months ago about carrying home your own bacon, beans and coffee is now a fad among the women motor-car enthusiasts, which carries out one Hoover idea," said Mr. C. Miller, distributor for the Mitchell car in this city.

"One thing this war is doing is to make or rather bring back more democratic ideas to the home folks. I can remember a few years ago when everybody went down town and carried home their own groceries. Local merchants declare they are getting excellent co-operation in carrying out the idea of self-delivery from women who drive their own motors cars."

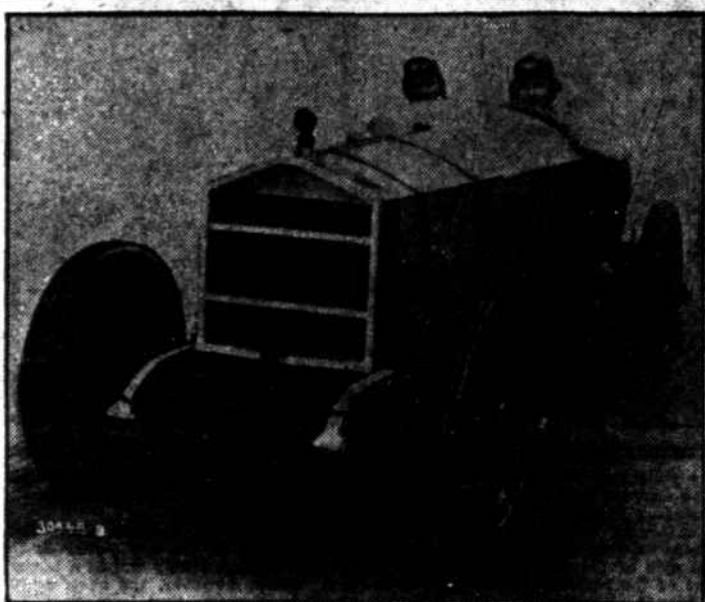
"The privacy of the closed car perhaps has a greater appeal to women than any other type of body that has ever been put on the market. This is noticeably so of the Mitchell Club Sedan, one of the most clever convertible cars shown this season. Unlike most club bodies this one has ample space between the rear seat and the front seat. Cramped knees and stiff legs are unknown to this car. It seats comfortably five passengers. The body is modern in every detail; it has the latest removable glasses. All windows let down to the bottom of the opening except the two rear side glasses which drop half way. A compartment behind the rear seat has space for the posts and windows, which when removed has all the advantages of the open car."

"Women engaged in Red Cross work in downtown offices and outlying districts find the Sedan the logical car for their work. The ease of handling this particular model, the shortage of chauffeurs, and for sake of economy the demand for Mitchell Sedans the past few weeks has increased greatly among those who wish to drive their own cars. For the business or professional man or a small family this closed car is finding many new homes, as it may be adapted for any season of the year."

### RUSS RELY ON TRUCKS.

Russia has a 1,200-mile transport route between Petrograd and Archangel; a month is required for the trip and twenty trucks start each day from each end of the line. In this way many Russian railroad difficulties are being solved.

## Young Carnegie in Murray Racer



W. C. Carnegie, nephew of Andrew Carnegie, with his specially built Murray racer.

## Winter Warning Issued To District Motorists

Owners of Cars Urged to Use Anti-Freeze Mixtures to Protect Machinery Against Cold Weather.

Even though the weather man has been kind in this vicinity, it behooves the motorist to prepare to defy Jack Frost, for, like the goblin, "He'll get you, if you don't watch out." For the car itself, the first precaution must be to get some anti-freeze solution in the radiator. There are now a number of fine anti-freeze mixtures on the market, which are claimed to protect the water system in any weather, and furthermore it is claimed that they are proof against rapid evaporation, which is one of the main troubles with any compound containing alcohol.

On the other hand, the car owner may very well mix his own anti-freeze solution. A solution containing 15 per cent alcohol, 15 per cent glycerine, and 70 per cent water will

not freeze until the thermometer touches five degrees below zero. Not the least of winter driving, however, is the difficulty of starting the engine. This applies to the morning, in particular, or after the car has been standing for some time. The best plan is to install a priming device, consisting of a small tank on the dash and piping to the inlet manifold. By this means some highly volatile fluid, high-test gasoline, or, better, petroleum ether, which may be secured from the local oil company, is injected into the combustion chamber. This light fluid vaporizes in spite of the cold, and the result is immediate firing.

### Keep Battery Charged.

Most motorists know that the storage battery loses much of its effectiveness in cold weather. Double charge, then, to keep the battery fully charged, so that it will be able to cope with the increased burden. Moreover, if the battery is allowed to run down until the electrolyte is little more than plain water, there is little danger of a freeze that will put the unit out of commission permanently. As a matter of safety first, the owner who proposes driving through the snow and sleet storms of winter should certainly provide himself with some sort of cleaner for the windshield. Snowflakes mottle the glass and rain spots it, so that the driver does not get a clear view ahead. Obviously this may lead to accidents of any degree of seriousness.

The operation of the car's mechanism is facilitated by thermostatic control of the cooling system, which shuts off the circulation of the water after it drops below a certain degree of temperature. All cars cannot be so equipped, and, lacking this sort of device, the driver should use a radiator and hood cover. These are made of leather or oilcloth or some similar impervious material, warmly lined, and they do much to keep the temperature of the engine up to a point where efficient operation is possible.

No prudent driver will leave the garage in wet or snowy weather without having put on a set of chains. Life is short enough without deliberately risking the little span granted. The covers that are commonly known as tire overshoes are also worth consideration as promoters of safety in winter driving. Winter work calls for the use of light oils in the transmission, rear axle, in place of the heavy used during the warm weather. Tires will need more attention, and the slightest cut should be plugged immediately, so as to prevent water and mud from entering and rotting the fabric underneath.

### Keep Garage Warm.

So far as the garage is concerned, the veteran tyro knows that it should be heated if the car is to be used regularly during the winter. While no actual damage may result in the mechanism from standing overnight in the cold, provided of course that an anti-freeze solution is used, the whole respiratory system is so thoroughly chilled that it may take an hour's running to get the metal sufficiently warmed up to allow of really efficient operation.

Then there are many owners who use the garage also as a workshop. If the room is unheated in winter, it is not going to be pleasant to work there and many useful jobs will be slighted or entirely neglected. The steam or hot-water system may be extended from the house, or a coal stove in a lean-to against the garage itself, with a fire-wall between, may be installed. Also there are a number of types of garage heaters on the market, some employing gas, others kerosene or coal.

## Cotton Forms Basis For Building Tires

Without cotton there would be no such thing as a pneumatic automobile tire, for cotton really forms its basis. The tire-builder makes up the "carcase" on a mould by building layer upon layer of fabric, woven from the finest grades of cotton that can be grown. No other material has been found for tire construction, combining its strength and economy. So the production of tires is in a measure dependent upon the production of cotton. The latest government crop estimates, announced a short time ago, indicated a 1917 cotton yield for the whole country of 60 per cent, which promises a total crop of about 12,000,000 bales—500,000 more than last year, but 4,000,000 less than three years ago. The highest announced estimate for any State was that covering Arizona, 57

## AUTOMOBILE SHOW TO ECLIPSE PAST

Development of Industry Will Bring Large Exhibit.

The near approach of the opening of the 1918 automobile show at Grand Central Palace has set all automobile "fans" wondering what will be the leading and interesting features. That the exhibition will have a more or less military spirit running through it, goes without saying. But in what ways this will manifest itself we cannot foresee. This is the first wartime automobile show. The motor vehicle business had not won the attention of the great public in 1908 when we had the Spanish-American war on our hands; hence that period offers no criterion to guide us. In fact the acceptance of the gasoline car as the proper one dates back only about 15 years, but we may draw some con-

clusions by comparison with the products of that time.

The splendid work being done by the power vehicles in many lines undoubtedly will be shown and much information not well known to the public will be brought out. These vary from an electric coil in the carburetor bowl or manifold to a complicated stove heated by the exhaust from the engine. And it is most timely, for while we still have ample fuel to take care of our needs in war times, we are at the point where wastefulness is culpable.

In the motor truck, particularly, will the great advances of the last fifteen years be seen. Then a few concerns were experimenting with such business wagons as existed. These were heavy, crude and very inefficient, and made doubly troublesome by the lack of attention and skill of the operators. In fact, one reason for buying motor deliveries then was to get rid of horse cars and expense rather than to get better, faster or increased service. Today the reverse is true, and powerful trucks in the hands of trained drivers and with splendid service stations at hand to render every care are conveying goods from New York

to Philadelphia, or even from Akron to Boston, and similar distances at costs far below express charges and at speeds little if any slower when the savings time resulting from one loading and unloading instead of many is considered. Only those who have looked into this service going on all around us can understand the amount of business being done and the relief it means to the already overloaded railroad transportation system.

The passenger cars are not topless and covered with brass gewgaws, as in 1907, but are for the most part finished to give constant service. Tops or enclosed bodies protect both driver and users, so that their service is rendered regardless of weather just as certainly and regularly as the trolley or train, likewise more convenient, as well as not greatly more expensive. In fact, if several people are to be transported, the cost is often far less than that of using the trains.

The rear-entrance tonneau in which the family were huddled and boxed in away from the dirty driver has been replaced by the single-tube tire has been replaced by tires so large and well made that

tire troubles are no longer a bugaboo. The four-cylinder engine then a novelty has since become the standard with "sixes," "eights" and "twelves." The short wheel-bases and high seats have given way to the low, long and comfortable constructions of today, far more practical and speedy. All these and many other evidences of progress and practicability will be seen in larger number than ever in the past because of today's need for the practical rather than for the pretty only.

### Points of Importance to Be Watched When Overhauling

**Transmission and Running Gears.** Take up lost motion in steering gear. Inspect, clean and adjust clutch. Clean transmission case and gears. Clean universal joints. Clean differential. Adjust brakes and brake linkage. Clean and adjust wheel bearings. Clean springs and inspect and adjust axle bolts. Clean out muffler.

Remove rust from tire rims and apply graphite or special rim paint.

**Electrical System.** Clean and adjust spark plugs. Clean timer and distributor. Clean out housings of starting motor and lighting generator. Examine brushes and replace where necessary. If the commutator has worn to an irregular surface have it cleaned and trued up. Have storage battery tested and clean and tighten terminals.

**Engine.** Be guided by general efficiency, as it may not be necessary to effect any extensive renewals, etc. Probably it may be sufficient to grind or resoil valves, renew leaking gaskets and thoroughly clean out the water circulating system. Satisfy yourself that all grease cups are filled, that there is ample lubricant in transmission and differential, and that the universal joints on the propeller shaft are well packed with hard grease. Go over these items by item with the repairman before you accept delivery of your overhauled car.



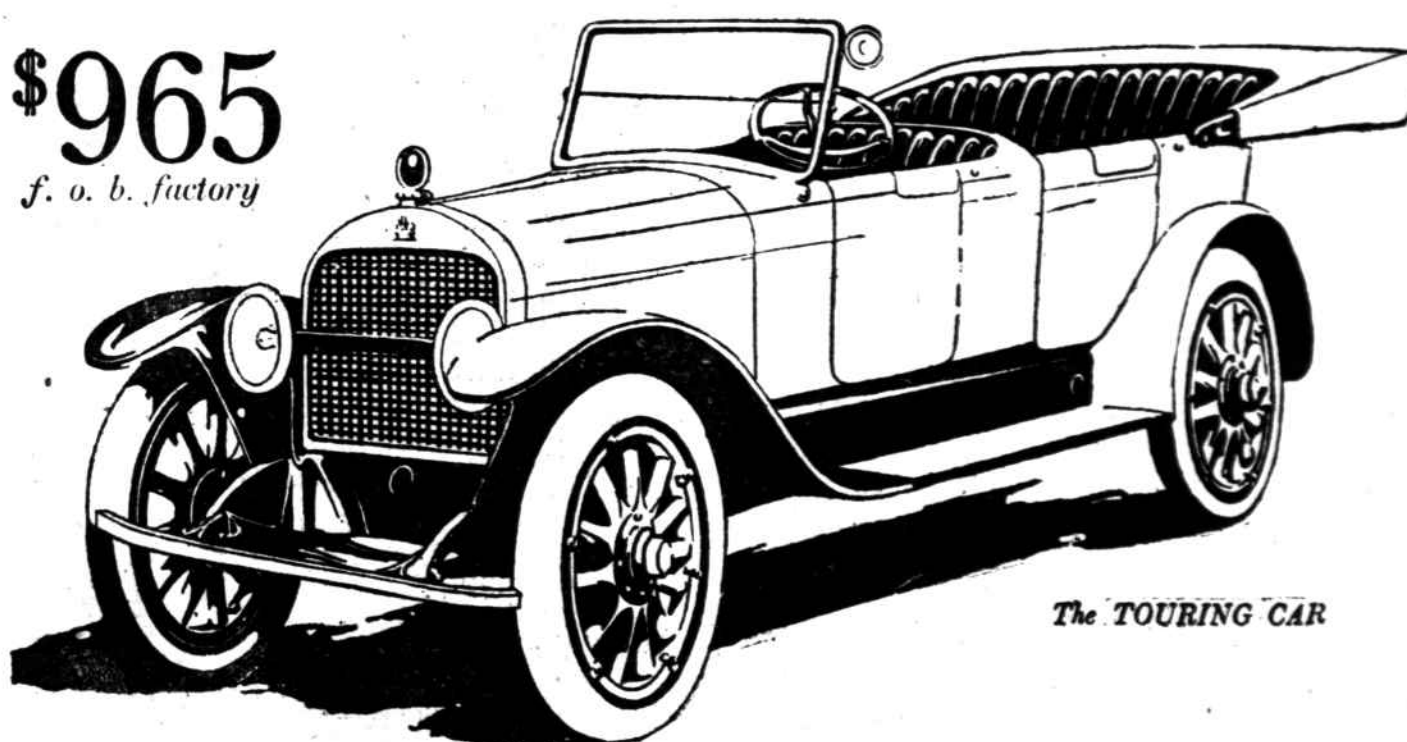
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